

JUNE



Whole No. 706

really there are several other thorough-fairs for stock from Tennessee and Kentucky, viz: the Whiteburg and Booneville road, the Florence and Tusculumbia, and the Savannah roads. It is an ascertained fact that the loss in flesh in driving stock, especially to a long distance, will more than pay for the cost of transportation, and it has also been ascertained that hogs can be transported by Railroad at a less cost

CORN.—The price of corn in the Tennessee valley is from 14 to 25 cts per bushel; in the Southern part of Alabama it is from 40 to 50 cts; and in Mobile and New Orleans, from 60 to 100 cts during summer and fall. The low charge for freight (10 cts. per bushel) will enable the producer to dispose of his corn at a profit of from 10 to 25 cts, even if required to ship it to the Gulf. At all events the farmer of the Tennessee valley, where as much corn

is produced to the acre as in any part of the Union, will always command a ready sale for it by means of your Railroad.

GROCERIES, (SUGAR, COFFEE, &c.)  
MERCHANDISE, &c.—The comparative table of distances clearly shows the great advantages possessed by your Railroad in being the shortest medium of transportation.

of Alabama, Tennessee, Georgia, North Carolina and Virginia, convenient to your road, with their population of 600,000, and the sugar lands of Louisiana, Texas and the tropical regions

of Mexico and the West Indies. Where the advantage of distance is so great, and especially when the cheapness of the grocery market in New Orleans and Mobile is considered, we think all will admit the certainty that the greater part of the country alluded to in Alabama, Tennessee, Georgia, North Carolina and Virginia will be supplied by

The following estimate obtained from a consultation with several of the most experienced seaboards captains on the Alabama river, will give an idea of the amount of up freight, which is princi-

164 trips of Steamboats per annum	
average 1500 bbls per	
trip.	250,000 bbls.
96 trips per annum, average 1000 bbls	
per trip,	96,000 bbls.
<b>Total per annum;</b>	<b>346,000 bbls.</b>

This amount of up freight, which is  
 freight on each of the 346,000 barrels of the

considered rather under than over the true quantity, is to supply a population not one half in number to that convenient and accessible to your Railroad, and is about 150,000 bbls more than the up freight assumed to be transported upon it in the estimate.

**TRAVEL.**—The comparative table of distances farther indicates the importance of your Railroad as a great

thoroughfare for travel. The travel will be supplied by a population of 223,236 new inhabitants the counties adjacent to and tributary to the road; by the 400,000 to the cities in direct communication with it by the Hwassee, East Tennessee, Virginia, and Georgia Railroads, by the thousand others by the Nashville and Chattanooga

ga Railroad, and when the Railroads, exhibited on the map submitted to you, are completed, by the millions of the Northern, Middle and Western States. In proportion as facilities for travel are created, in the same proportion is travel augmented; the history of Railroads particularly proves this. Railroads have been constructed on routes,

where before their construction there existed a passenger traffic scarcely able to sustain a four-horse coach, and yet created for themselves a remunerating income from travel. Witness the Western Railroad of Massachusetts. Fifteen years ago the travel between Boston and Albany was accommodated by a daily coach, now 405,614 passen-

Five times the local population of Massachusetts are annually transported to the Railway of this State. As far back as 1845 the travel North and South on the Mississippi river was estimated at 423,000 per annum.

The travel on the Baltimore and Ohio Railroad is 331,170 per annum. Surely with these facts before them, none will think that the estimate of 105,000 passengers per annum on your Railroad is too large.

You Railroad has a great advantage in its location, running nearly North and South, through a healthy and interesting country, in the direction and

the current of travel, enabling the citizens of the Gulf States in a few hours to get transferred from the enervating influence of the summer heat to the bracing and picturesque mountain lands of Alabama, Tennessee, Georgia, Virginia and North Carolina, and in returning during winter to permit the Northerners to enjoy the genial and generous influence of the Gulf States.

And this travel will be further sustained and augmented by the increasing number and activity of the industrial population which will be attracted to the rich mineral and agricultural regions traversed by your road.

**EXPENSES**—Forty three per cent of the gross receipts is the amount assumed

The following table exhibits the comparison between the receipts and expenses of some of the Railroads in South Carolina and Georgia.



The mere name of London awakens  
and trains of varied reflections.







